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**SURFACE
TRANSPORTATION BOARD**

June 6, 2012

Secretary
Surface Transportation Board
395 E Street, SW
Washington, DC 20024

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Office of Proceedings

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**Part of
Public Record**

232427



**Re: Jackson, Gordonville, Delta Railroad Abandonment in Cape Girardeau County, Missouri; STB
Docket No. AB-1088X**

Dear Secretary:

This request is filed on behalf of SEMO Greenways, which is a private organization obtaining non-profit status, and which is interested in recreational trail use and pedestrian/bicycle transportation, hereinafter referred to as "proponent."

Proponent requests issuance of a Public Use Condition as well as an Interim Trail Use Condition rather than an outright abandonment authorization for approximately 13.3 miles between Railroad Milepost 149.4 in Section 9, Township 29 North, Range 13 East of the 6th P.M. (Delta, MO) and Railroad Milepost 157.9 which is 1,394 feet south of the centerline of Missouri Highway Z (near Gordonville, MO).

A. Request for Public Use Condition

Proponent asks the STB to find that this property is suitable for other public use, specifically trail use, and to place the following conditions on the abandonment:

1. An order prohibiting the carrier from disposing of the corridor, other than the tracks, ties and signal equipment, except for public use on reasonable terms. Justification for this condition is as follows:

The corridor would make an excellent first phase of the first regional recreational trail in Southeast Missouri and conversion of the property to trail use is in accordance with local plans, including a regional trail plan included in the Comprehensive Plan of the City of Jackson, Missouri. A second phase of the trail from Gordonville, Missouri to Jackson, Missouri would have immediate potential to connect to the existing and continually expanding recreation trail systems of both the cities of Cape Girardeau and Jackson, Missouri. The portion of the rail corridor crossing the Diversion Channel at Allentown has previously provided, and would then be able to continue to provide, the only means of accessing and supplying the Allenville community during times of severe flooding, a public safety aspect which would be lost through abandonment. In addition, the corridor provides important wildlife habitat and open space and its preservation as a recreational trail is consistent with those purposes.

The time period sought is 180 days from the effective date of the abandonment authorization. Proponent needs this much time to negotiate property acquisition with the railroad owners, complete a trail plan, and secure the remaining funding for construction and maintenance.

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2. An order barring removal or destruction of potential trail-related structures such as bridges, trestles, culverts and tunnels. The justification for this condition is that these structures have considerable value for recreational trail purposes. The time period requested is 180 days from the effective date of the abandonment authorization for the same reason as indicated above.

B. Request For Interim Trail Use

The railroad right-of-way in this proceeding is suitable for railbanking. In addition to the public use conditions sought above, proponent also makes the following request:

STATEMENT OF WILLINGNESS TO ASSUME FINANCIAL RESPONSIBILITY

In order to establish interim trail use and railbanking under section 8(d) of the National Trails System Act, 16 U.S.C. §1247(d), and 49 CFR §1152.29, SEMO Greenways is willing to assume full responsibility for management of, for any legal liability arising out of the transfer or use, and for the payment of any and all taxes that may be levied or assessed against the right-of-way owned by and operated by SEMO Greenways, Inc.

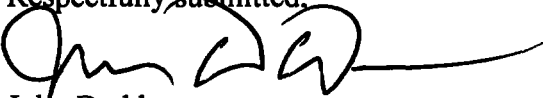
The property, known as the Jackson, Gordonville, Delta Railroad, extends from railroad milepost 149.4 near Delta, Missouri to railroad milepost 157.9 near Gordonville, Missouri, a distance of 13.3 miles in Cape Girardeau County, Missouri. The right-of-way is part of a line of railroad proposed for abandonment in STB Docket No. AB- 1088X. A map depicting the right-of-way is attached.

SEMO Greenways acknowledges that use of the right-of-way is subject to the user's continuing to meet its responsibilities described above and subject to possible future reconstruction and reactivation of the right-of-way for rail service.

We feel that the railway can be converted into a recreational trail that will grow to one of the largest recreational trails in Missouri. This is an exciting opportunity for our region and we intend to pursue it as a regional project with cooperation from public and private entities.

By my signature below, I certify service upon Jackson, Gordonville and Delta Railroad Company in care of their attorney handling the abandonment, Mr. Robert Alderson at 2101 S. W. 21st Street, Topeka, Kansas, 66604, by fax and by U.S. Mail, postage pre-paid, first class, this 7th day of June, 2012.

Respectfully submitted,



John Dodd

President, SEMO Greenways

Pc: Mr. W. Robert Alderson, Jr., 2101 S. W. 21st St., Topeka, KS 66604
Mr. Robert Adams, President, Jackson, Gordonville and Delta Railroad Company, 1700 Hermitage Dr., Jackson, MO 63755



Railroad Right-of-Way

MO 72

MO 34

Jackson

HIGH ST

US 61

US 61

HOPE ST

US 61

MO 25

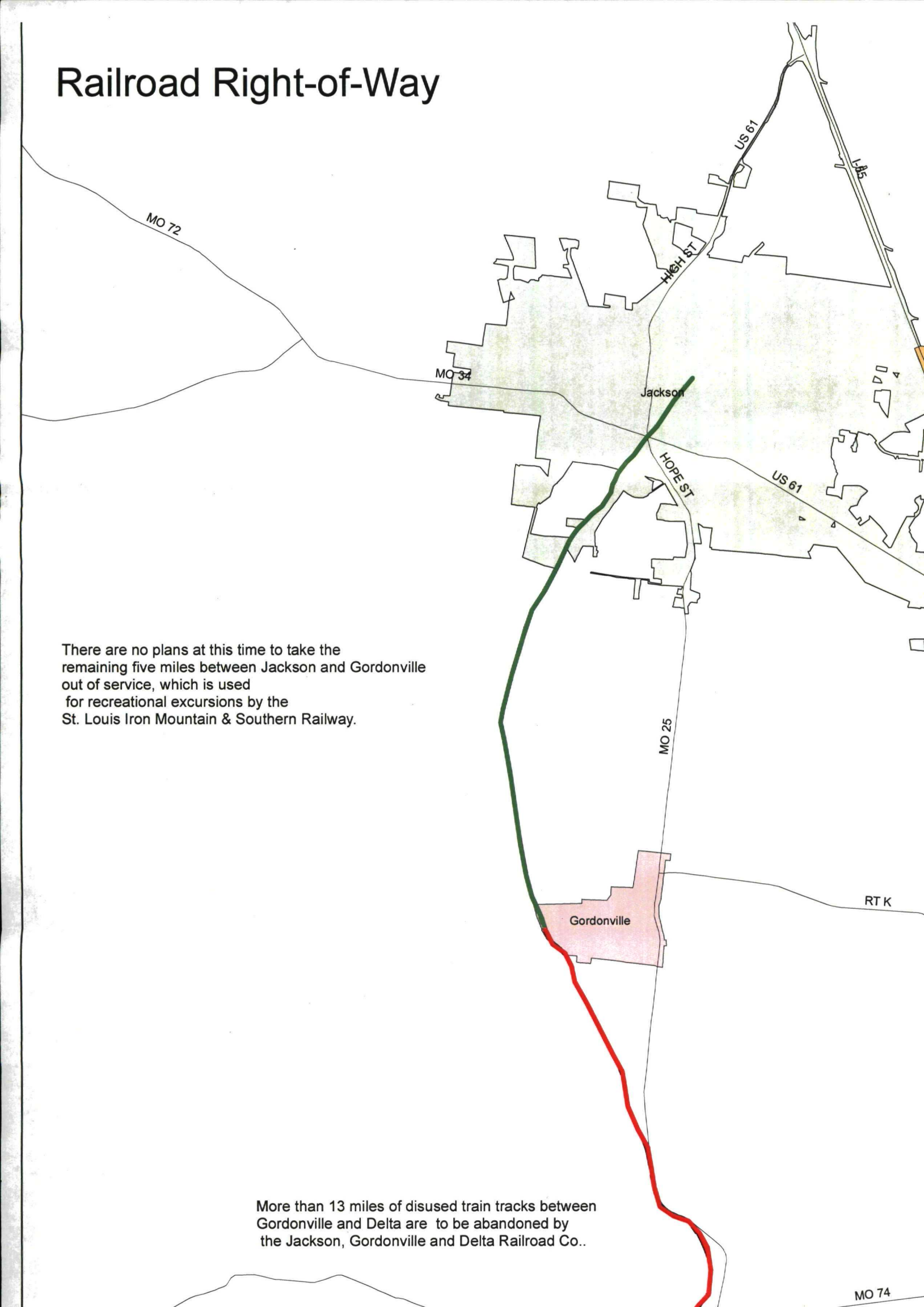
Gordonville

RT K

There are no plans at this time to take the remaining five miles between Jackson and Gordonville out of service, which is used for recreational excursions by the St. Louis Iron Mountain & Southern Railway.

More than 13 miles of disused train tracks between Gordonville and Delta are to be abandoned by the Jackson, Gordonville and Delta Railroad Co..

MO 74





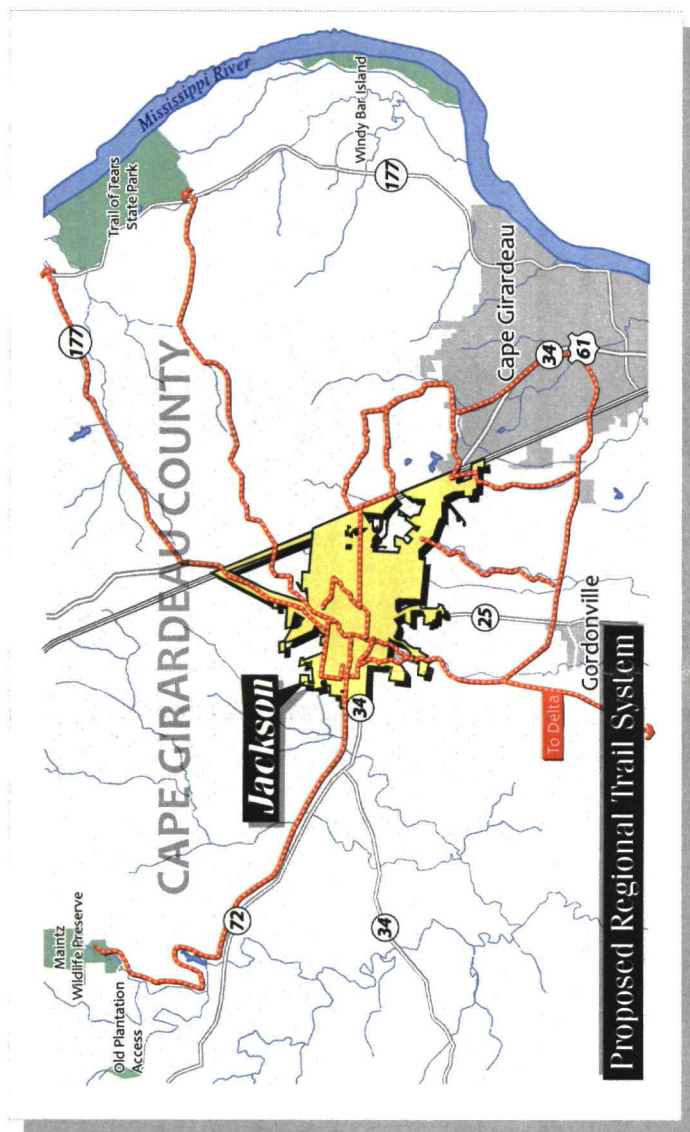
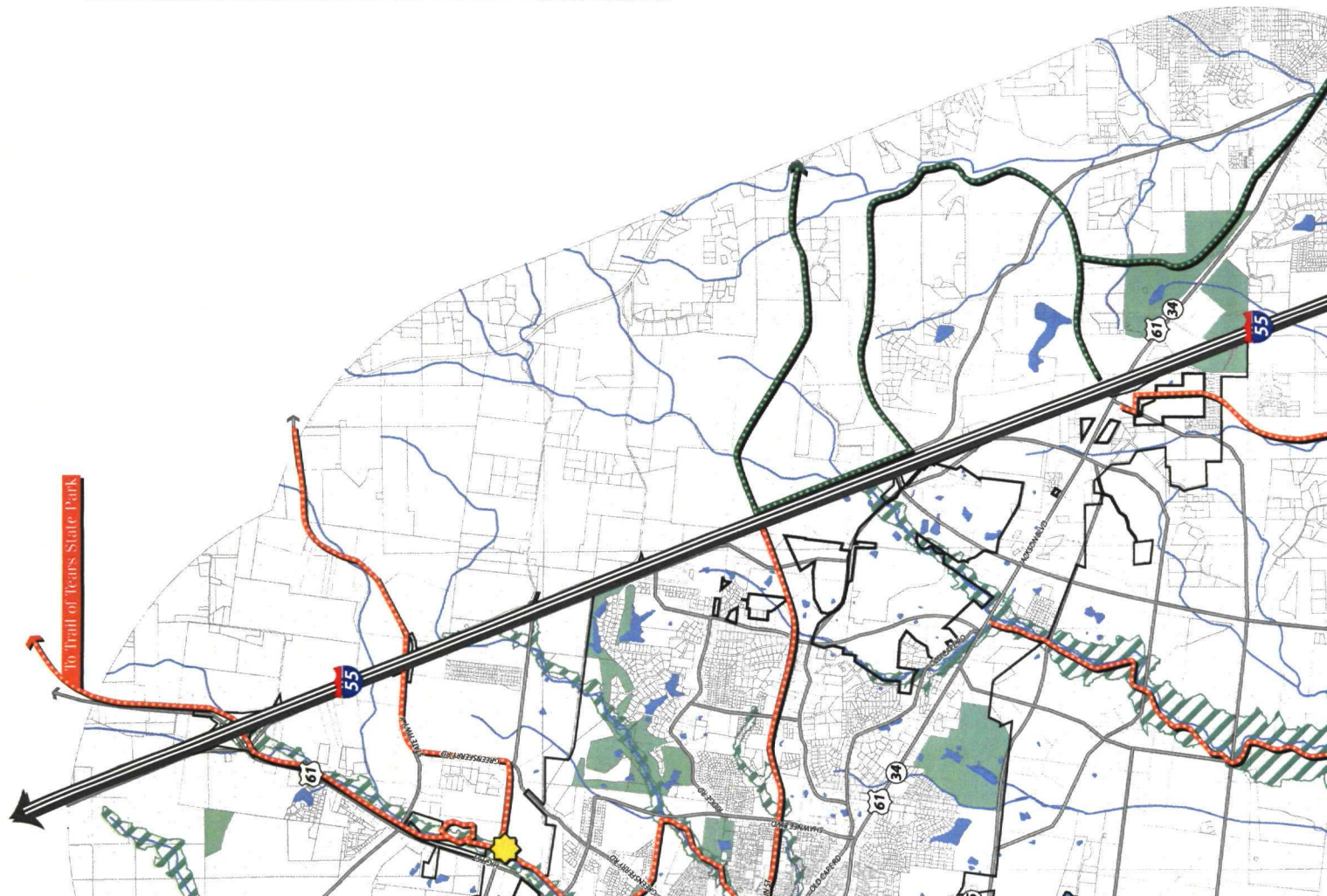


Figure 9
Trails Plan

This Plan illustrates existing and proposed trail systems in the City and surrounding region. It is important that the Multi-Use Trail be designed with connectivity to residential neighborhoods and key destinations within the City. Future trails are planned to connect existing City parks to the regional trail system. The majority of the future trails will follow existing creeks off-street, and on-street through the Uptown area. Multi-use trails should be designed to accommodate multiple modes and users, including walking, hiking, jogging, bicycling, and in-line skating.